

A1-F18AC-LMM-020

1 September 1998

TECHNICAL MANUAL

ORGANIZATIONAL MAINTENANCE

LINE MAINTENANCE EMERGENCY PROCEDURES

NAVY MODEL

F/A-18A/B/C/D

161353 AND UP

This manual supersedes A1-F18AC-LMM-020 dated 1 July 1986 with Change 6 dated 1 September 1994. The latest change information, Change 7 dated 1 September 1998, has been incorporated in this reissue.

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A1-F18AC-LMM-020

Change 7 - 1 September 1998

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Only those work packages/pages assigned to the manual are listed in this index. Insert Change 7, dated 1 September 1998. Dispose of superseded work packages/pages. Superseded classified work packages/pages shall be destroyed in accordance with applicable security regulations. If changed pages are issued to a work package, insert the changed pages in the applicable work package. The portion of text affected in a change or revision is indicated by change bars or the change symbol "R" in the outer margin of each column of text. Changes to illustrations are indicated by pointing hands, change bars, or MAJOR CHANGE symbols. Changes to diagrams may be indicated by shaded borders.

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LIST OF TECHNICAL PUBLICATION DEFICIENCY REPORTS INCORPORATED

ORGANIZATIONAL MAINTENANCE

LINE MAINTENANCE EMERGENCY PROCEDURES

This WP supersedes TPDR WP, dated 1 September 1994.

1. The TPDRs listed below have been incorporated in this issue.

IDENTIFICATION NUMBER/ QA SEQUENCE NUMBER	LOCATION
65888-98-0032	WP003 00

ALPHABETICAL INDEX**ORGANIZATIONAL MAINTENANCE****LINE MAINTENANCE EMERGENCY PROCEDURES**

This WP supersedes WP001 00, dated 1 July 1986.

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INTRODUCTION**ORGANIZATIONAL MAINTENANCE****LINE MAINTENANCE EMERGENCY PROCEDURES**

This WP supersedes WP002 00, dated 1 September 1994.

1. PURPOSE.

2. This manual has data required by line maintenance personnel for doing tasks that are repeated often on the aircraft.

3. REQUISITIONING AND DISTRIBUTION OF NAVAIR TECHNICAL PUBLICATIONS.

4. Procedures to be used by Naval Activities and other Department of Defense organizations requiring NAVAIR technical publications are defined in the NAVAL AIR SYSTEMS COMMAND TECHNICAL MANUAL PROGRAM manual, NAVAIR 00-25-100 and NAVAIRINST 5605.5, Distribution of aeronautic technical publications. To automatically receive future changes and revisions to NAVAIR technical manuals, an activity must be established on the Automatic Distribution Requirements List (ADRL) maintained by the Naval Air Technical Services Facility (NAVAIRTECHSERVFAC). To become established on the ADRL, notify your activity central technical publications librarian. If your activity does not have a library, you may establish your automatic distribution requirements by contacting the Commanding Officer, NAVAIRTECHSERVFAC, Attn: ADRL REQUEST, 700 Robbins

Avenue, Philadelphia, PA 19111-5097. Annual reconfirmation of these requirements are necessary to remain on automatic distribution. Please use your NAVAIRTECHSERVFAC assigned account number whenever referring to automatic distribution requirements.

If additional or replacement copies of this manual are required with no attendant changes in the ADRL, they may be ordered by submitting a DD 1348 requisition directly to the Commanding Officer, Naval Publications and Forms Center, 5801 Tabor Road, Philadelphia, PA 19120-5099.

5. MANUAL ISSUE DATE.

6. The date on the title page is the copy freeze date. No additions, deletions, or changes are made after the manual issue date except last minute safety of flight or required maintenance changes. Data collected after the manual issue date will be included in later changes or revisions of the manual.

7. EFFECTIVITIES.

8. Effectivity notes on manual title pages, work package title pages, and within a work package indicate the aircraft or software program to which the data applies. If no effectivity note appears on the work package title page, the work package has the same effectivity as shown on the manual title page. The effectivity notes may use:

- a. Type, model, and series

NOTE

F/A-18D aircraft after bureau number 164967 was referred to as bureau number F/A-18D D-140. Now, F/A-18D aircraft after bureau number 164967 is 165409.

- b. Bureau number (tail number)
- c. Combination of type, model, series, and bureau numbers
- d. Part number or serial number
- e. Technical directive number
- f. Configuration/identification number

9. The table below shows examples of effectivity notes and their meanings:

Effectivity Note Examples

Effectivity Note	Definition
160777 AND UP	Applicable to all F/A-18A, F/A-18B, F/A-18C and F/A-18D for bureau numbers listed.
F/A-18A, F/A-18B	Applicable to all F/A-18A and F/A-18B.

Effectivity Note Examples (Continued)

Effectivity Note	Definition
F/A-18C, F/A-18D	Applicable to all F/A-18C and F/A-18D.
F/A-18A	Applicable to all F/A-18A, but not F/A-18B, F/A-18C and F/A-18D.
F/A-18B	Applicable to all F/A-18B, but not F/A-18A, F/A-18C, and F/A-18D.
F/A-18C	Applicable to all F/A-18C, but not F/A-18A, F/A-18B, and F/A-18D.
F/A-18D	Applicable to all F/A-18D, but not F/A-18A, F/A-18B, and F/A-18C.
F/A-18A, F/A-18C	Applicable to all F/A-18A and F/A-18C, but not to F/A-18B and F/A-18D.
F/A-18B, F/A-18D	Applicable to all F/A-18B and F/A-18D, but not to F/A-18A and F/A-18C.
F/A-18A 160775, 160777 THRU 160782	Only applicable to some bureau numbers of F/A-18A. Not applicable to any F/A-18B, even if a F/A-18B bureau number is within the numbers listed.

Effectivity Note Examples (Continued)

Effectivity Note	Definition
F/A-18C 163427, 163430 THRU 163456	Only applicable to some bureau numbers of F/A-18C. Not applicable to any F/A-18D, even if a F/A-18D bureau number is within the numbers listed.
F/A-18B 160784 AND UP	Only applicable to some bureau numbers of F/A-18B. Not applicable to any F/A-18A, even if an F/A-18A bureau number is within the numbers listed.
F/A-18D 163434 THRU 163457	Only applicable to some bureau numbers of F/A-18D. Not applicable to any F/A-18C, even if a F/A-18C bureau number is within the numbers listed.
F/A-18B 160784 AND UP, F/A-18D	Applicable to some bureau numbers of F/A-18B. Not applicable to any F/A-18A, even if an F/A-18A bureau number is within the numbers listed. Also applicable to all F/A-18D aircraft.
F/A-18C, F/A-18D 163434 THRU 163457	Applicable to all F/A-18C aircraft. Applicable to some bureau numbers of F/A-18D.
F/A-18D D-140 AND UP OR F/A-18D 165409 AND UP	Applicable to all F/A-18D aircraft after bureau number 164967.

Effectivity Note Examples (Continued)

Effectivity Note	Definition
160775 THRU 160785 BEFORE F/A-18 AFC 772	Applicable to F/A-18A and F/A-18B for bureau numbers listed, before modification by technical directive.
161213 AND UP; ALSO 160775 THRU 160785 AFTER F/A-18 AFC 772	Applicable to aircraft modified during production; also applicable when affected aircraft have been modified by technical directive.
160775 THRU 160785; WHEN NO. 2 CONTROL PANEL P/N XXXX-X IS INSTALLED	Applicable to F/A-18A and F/A-18B for bureau numbers listed if panel P/N XXXX-X is installed. (Configuration before AVC)
161213 AND UP; ALSO 160775 THRU 160785; WHEN NO. 2 CONTROL PANEL P/N XXXX-Y (AVC-102) IS INSTALLED	Applicable to aircraft modified during production; also applicable to aircraft components modified to the production configuration by technical directive. (Configuration after AVC)
P/N MBEU65101-9, MBEU65101-10 & MBEU65105-3	Applicable to assemblies which are interchangeable between aircraft.
ENGINE NO. 215101 THRU 215109	Applicable to assemblies which are interchangeable between aircraft, but configurations can not be identified by part number.

Effectivity Note Examples (Continued)

Effectivity Note	Definition
CONFIG/IDENT NUMBER 84A	The CONFIG/IDENT Number is the program load identification number which identifies the software program loaded in specific programmable units. Refer to A1-F18AC-SCM-000 for CONFIG/IDENT Number tables.

10. TECHNICAL DIRECTIVES.

11. Technical directives are documents which provide instructions to incorporate and record retrofit configuration modification or inspection instructions to delivered aircraft, or aircraft components.

12. AIRFRAME CHANGE (AFC) AND AIRBORNE TACTICAL SOFTWARE CHANGE (ASC) . Technical directives which change configuration of aircraft structure or equipment installation, i.e. AFC, will list aircraft bureau numbers in effectivity notes and show before and after the AFC. Technical directives which change configuration of operational flight programs (OFP), i.e. ASC, will list the OFP CONFIG/IDENT NUMBER in effectivity notes and show the latest two authorized OFP programs. See AFC and ASC effectivity examples in Effectivity Note Example Table.

13. AIRCRAFT COMPONENT CHANGES. Technical directives which change configuration of aircraft components are listed below:

AAC	Aviation Armament Change for armament equipment
ACC	Aircrew System Change for aircrew survival equipment
AFC	Airframe Change for aircraft structure and equipment
ASC	Airborne Tactical Software for operational flight programs
AVC	Avionics Change for airborne electronic equipment, including wiring changes
AYC	Accessory Change for mechanical systems
PPC	Power Plant Change for engines

14. Component changes will list part numbers in the effectivities. See AVC effectivity examples in Effectivity Note Example table.

15. RECORD OF APPLICABLE TECHNICAL DIRECTIVES.

16. The technical directives affecting this manual are listed in the Record of Applicable Technical Directives of each affected work package. Because an ASC directs all aircraft be modified within 30 days, ASC's are not listed. When all affected aircraft are modified, the before configuration is removed from the manual, and the technical directive entry is removed from the Record of Applicable Technical Directives.

17. TECHNICAL PUBLICATIONS DEFICIENCY REPORT (TPDR).

18. The TPDR (OPNAV FORM 4790/66) is the form for reporting errors and suspected omissions in the technical manuals. The TPDR WP lists the TPDR's that are incorporated in the current issue of the manual.

19. TPDR reporting procedures are in OPNAVINST 4790.2 SERIES.

20. QUALITY ASSURANCE PROCEDURES.

21. Procedures or parts of procedures which require quality assurance inspection are identified by the letters (QA) after the applicable steps. When (QA) is assigned to a step or a heading which is immediately followed by substeps, the inspection requirement is applicable to all substeps.

22. When doing maintenance in any area, a visual inspection of the area will be made for cracks, corrosion and security of component installation before securing the area for flight.

23. DIAGRAMS.

24. System schematics are in A1-F18A()-()-500 series manuals.

25. ILLUSTRATED PARTS BREAKDOWN.

26. Each illustrated parts breakdown (IPB) in this manual has a parts list and illustration for the requisition, storage, authority for use, and identification of parts. The illustration is integrated with, and supports, both the maintenance procedure and the parts list within each work package.

27. PART NUMBER COLUMN. Footnote symbols in the part number column are defined following the last part listed in each parts list (also see converted part numbers, this WP).

28. INDENTION. The first entry in the description column of each parts list is the figure title. This figure title identifies the parts list with the related maintenance procedure and is shown in the first indent. All parts data required to support the specific maintenance procedure is below the figure title in the second indent.

29. COMMON NAMES. The official nomenclature in the description column may not be the name commonly used for an item. If different from the official nomenclature, the common name is shown in parentheses in the description column immediately following the official nomenclature.

30. COMMERCIAL AND GOVERNMENT ENTITY CODES. Entity code or manufacturer's name and address are shown in the Description column in parentheses after the nomenclature for the item. These codes are per the Commercial and Government Entity (CAGE) Handbook H4/H8 Series. No code indicates the item is a government standard part.

31. ATTACHING PARTS. Attaching parts are identified by (AP) after the nomenclature of the item in the description column. Attaching parts are listed immediately following the part they attach.

32. SPECIAL HANDLING. Items requiring special handling such as liquid oxygen components or magnetic control items are identified by the acronym LOX for liquid oxygen, MAG for magnetic control and OXYGEN for on-board oxygen generating system (OBOGS) items in the Description column, at the extreme right side.

33. CONVERTED PART NUMBERS. Some part numbers appear in the Part Number column which are different than the manufacturer's part number. These are converted part numbers. The unconverted manufacturer's part number is shown in the Description column following the manufacturer's code. Always use the part number in the Part Number column when ordering parts. If an item is not available under the listing in the Part Number column, it may be ordered using the unconverted part number found in the Description column or by using the number found on the part. Examples of special characters as

they may appear in the Part Number and Description columns are shown below:

Part Number Column	Description Column
PORM	± (Plus or Minus)
DEG	° (Degree)
E	e (Lower case letter)
2	II (Roman Numeral)
0.001	.001 (Decimal)

34. SUPERSEDED PARTS. Superseded part numbers have been removed from the Part Number column and placed in the Description column of the superseding part (for example - supersedes 74A582090-1003). This indicates that the superseded part is usable if available through salvage, but should not be requisitioned or made.

35. NEXT HIGHER ASSEMBLY. Next higher assembly (NHA) data is not shown using indention. Next higher procurable assembly (NHPA) data is shown for part numbers that have a procurable NHA. The NHPA and its assigned Source, Maintenance and Recoverability (SM&R) code are in parentheses as the last entry in the Description column. Requisition the NHPA when the part listed in the Part Number column is not available from supply. The components of assemblies that require disassembly during removal from aircraft, are footnoted in the part number column.

36. UNITS PER ASSEMBLY COLUMN (UPA). This column lists the total number of each part required per assembly or subassembly and are not necessarily the total number used in the end item of equipment. The letters AR (As Required) are used for items such as shims when the requirement may vary.

37. USABLE-ON CODES. Applicable usable-on codes are identified on the final sheet of each parts list. No entry in the Use On column indicates parts are applicable to all configurations supported by this parts list.

38. ALTERNATE OR EQUIVALENT PARTS. An asterisk (*), in the Use On column, identifies alternate parts or equivalent parts that are interchangeable. When a letter code is followed by an asterisk in the Use On column, only the parts with the same letter code are interchangeable. An alternate part may be used when preferred part is not available. The asterisk is omitted for the preferred part(s). Equivalent parts are fully interchangeable. No equivalent part is preferred over another. All equivalent parts are identified by asterisks.

39. SOURCE, MAINTENANCE AND RECOVERABILITY (SM&R) CODE COLUMN. The codes used in this column are assigned per NAVAIRINST 4423.3 SERIES and NAVSUPINST 4423.14 SERIES which contain definitions. A dash (-) is shown in the SM&R code column when no code has been assigned. The Aviation Supply Office P2300 series publication is to be used for the most current SM&R Code assignment information if doubt exists as to the validity of any SM&R Code listed in an IPB. Refer to figure 1 for SM&R code explanations.

40. PARTS LIST INDEX MANUAL, A1-F18AC-IPB-450. This manual has a numerical index of part numbers and a reference designation index for use with aircraft organizational maintenance manuals. When reference

designations or part numbers are known, the index locates specific maintenance instructions and parts data.

41. NAVY (AN) STANDARD/COMMON NAME NOMENCLATURE.

42. When an item has both Navy (AN) standard and common name nomenclature assigned, the common name nomenclature will be used in text and on illustrations. Full Navy (AN) standard nomenclature will be used in the Illustrated Parts Breakdown (IPB).

SOURCE			MAINTENANCE	
1st POSITION	2nd POSITION		REMOVE/REPLACE	REPAIR
			3rd POSITION	4th POSITION
P	PROCURE	A STOCKED	O REPLACE OR USE AT ORGANIZATIONAL LEVEL	Z NO REPAIR (CONSUMABLE)
		B INSURANCE BUY		
		C CURE-DATED ITEM		
		D INITIAL OUTFITTING	F REPLACE OR USE AT IMA LEVEL H INTERMEDIATE AFLOAT INTERMEDIATE ASHORE G INTERMEDIATE AFLOAT/ ASHORE	B RECONDITION BY ADJUSTMENT, CALIBRATION, LUBRICATION, PLATING, ETC.
		E GSE/STOCKED		
		F GSE/NOT STOCKED		
		G SUSTAINED SUPPORT		
K	REPAIR KIT COMPONENT	D DEPOT	D REPLACE OR USE AT DEPOT	O REPAIR AT ORGANIZATIONAL LEVEL
		F ORGANIZATIONAL/IMA		
		B BOTH KITS		F REPAIR AT IMA LEVEL
M	MANUFACTURE	O ORGANIZATIONAL		F INTERMEDIATE AFLOAT
		F INTERMEDIATE AFLOAT		H INTERMEDIATE ASHORE
		H INTERMEDIATE ASHORE		G INTERMEDIATE AFLOAT/ ASHORE
A	ASSEMBLE	G INTERMEDIATE AFLOAT/ASHORE	L SPECIALIZED IMA REPAIR SITE	D REPAIR AT DEPOT OR COMMERCIAL
		D DEPOT		
X	MISCELLANEOUS	A USE NEXT HIGHER ASSEMBLY	Z NOT AUTHORIZED TO BE REMOVED OR REPLACED	L REPAIR AT SPECIALIZED IMA SITE
		B OBTAIN FROM SALVAGE OR ONE TIME BUY		
		C DIAGRAM-SCHEMATICS, INSTALLATION DRAWINGS		

RECOVERABILITY			SERVICE OPTION	
5th POSITION			6th POSITION	
Z	NON-REPAIRABLE ITEM. CONDEMN AND DISPOSE AT LEVEL INDICATED IN 3rd POSITION.		1 2 3	APPLIES TO ENGINES ONLY. IDENTIFIES THE HIGHEST (1) TO LOWEST (3) LEVEL OF MAINTENANCE WHICH CAN REPLACE (3rd POSITION OF SMR CODE) THE ITEM.
O	REPAIRABLE ITEM. CONDEMN AND DISPOSE AT ORGANIZATIONAL LEVEL.		6	NORMALLY PROCURED COMMERCIAL BUT ORGANIC CAPABILITY EXISTS AT NARF FOR EMERGENCY STOP GAP REQUIREMENTS.
F H G	REPAIRABLE ITEM. CONDEMN AND DISPOSE AT IMA LEVEL INDICATED INTERMEDIATE AFLOAT INTERMEDIATE ASHORE INTERMEDIATE AFLOAT/ASHORE		E	"I" LEVEL REPAIR NOT AUTHORIZED BUT "I" LEVEL MUST VALIDATE FAILURE PRIOR TO BCM TO DEPOT.
			J	DESIGNATES INTER-SERVICE DLR, PER NAVY MP CONSIDERED COMPLETELY REPAIRABLE BELOW DEPOT LEVEL.
			8	SAME AS "J" ABOVE EXCEPT USED FOR ENGINES ONLY. APPLIES TO 2nd DEGREE ENG. MAINTENANCE LEVEL.
D	REPAIRABLE ITEM. CONDEMN AND DISPOSE AT DEPOT OR CONTRACTOR FACILITY.		9	SAME AS "J" ABOVE EXCEPT USED FOR ENGINES ONLY. APPLIES TO 3rd DEGREE ENG. MAINTENANCE LEVEL.
L	REPAIRABLE ITEM. CONDEMN AND DISPOSE AT SPECIALIZED IMA REPAIR SITE.		P	DENOTES ITEMS WHICH ARE PROGRESSIVELY REPAIRED AT ORG, INT, AND DEPOT LEVELS. BLANK IF NO INT. REPAIR IS AUTHORIZED BETWEEN O & D LEVEL.
			N	ASSIGNED TO XB SOURCE CODE AND INDICATES ITEM IS PROCURED LOCALLY. NOT STOCKED IN THE SUPPLY SYSTEM.
A	SPECIAL HANDLING REQUIRED. CONTACT ITEM MANAGER FOR DISPOSAL INSTRUCTIONS.		T	ASSIGNED TO TRAINING DEVICES WITH SOURCE CODE OF "PD." INDICATES ITEM IS NOT A PROCURABLE SPARE. WSN IS ASSIGNED ONLY TO PERMIT VISIBILITY OF REPAIR PART RELATIONSHIP.

Figure 1. SM&R Code Explanation

ORGANIZATIONAL MAINTENANCE
LINE MAINTENANCE EMERGENCY PROCEDURES
CREW REMOVAL

Reference Material

None

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Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
ACC 446 REV A	9 Jan 85	Parachute Harness Sensing Release Unit; Installation of (ECP CHINA LAKE-93)	1 Dec 86	-
F/A-18 AFC 165	26 Nov 93	Internal Canopy Jettison Lever; Replacement of (ECP-MDA-18- 00346)	1 Sep 98	-

Support Equipment Required

None

Materials Required

None

1. COCKPIT ENTRY.

NOTE

If aircraft is not on landing gear, go to paragraph 3.

2. BOARDING LADDER EXTENSION. See figure 1.

WARNING

To prevent injury to personnel, boarding ladder must be supported before releasing latches.

- a. Manually support boarding ladder and release forward and aft latches on forward beam on underside of leading edge extension (LEX).
- b. Allow boarding ladder to rotate down to full extended position and make sure telescoping drag brace locks when ladder is fully extended.

c. Rotate side brace up and insert locking pin into locking receptacle on side of fuselage between doors 10L and 13L.

3. **CANOPY OPENING.** See figure 1.

4. **Normal Opening.**

a. Open door 9.

b. Set and hold external canopy control switch to OPEN until canopy is fully opened. Release switch.

c. If canopy does not open, do paragraph 5.

5. **Manual Opening.**

a. Insert a 3/8-inch drive tool into canopy external manual drive receptacle.

NOTE

On F/A-18A AND F/A-18C, approximately 35 turns are required to fully open canopy. ■

On F/A-18B AND F/A-18D, approximately 112 turns are required to fully open canopy. ■

b. Rotate receptacle counterclockwise to open canopy.

b1. If canopy does not open manually, disable canopy electrical system by pulling canopy power and canopy control circuit breakers on No. 8 circuit breaker panel in door 10L, then repeat steps 5.a and 5.b.

c. On 161353 THRU 162477 BEFORE F/A-18 AFC 165, if canopy does not open, do paragraph 6. If canopy partly opened, do paragraph 7. ■

d. On 162826 AND UP; ALSO 161353 THRU 162477 AFTER F/A-18 AFC 165, if canopy does not open or only partly opened, do paragraph 7.

6. **CANOPY JETTISON - 161353 THRU 162477 BEFORE F/A-18 AFC 165.**

WARNING

To prevent death or injury if fuel or other flammable fluids exist, do not jettison canopy except as a last method. Canopy jettison rocket motors could ignite fluid. Do paragraph 7.

To prevent death or injury, do not jettison an opened or partly opened canopy. Do paragraph 7.

NOTE

External canopy jettison is not possible after installation of new internal canopy jettison lever per F/A-18 AFC 165. External canopy jettison handle may still be installed on aircraft.

a. Open door 5 L or R (figure 2).

NOTE

The canopy jettison rocket motors produce enough smoke to completely envelope the forward fuselage.

b. Remove handle, pull away from aircraft to full cable length, approximately 8 feet, and jerk hard.

7. FORCIBLE ENTRY.

WARNING

Do not cut into canopy metal frame. The canopy jettison rocket motors are mounted on the frame and will cause serious injury or death if ignited by the axe or power rescue saw blade.

NOTE

When using fire axe, aim blow parallel and as near as possible to canopy frame.

Spraying canopy with C02 will help remove resiliency from transparency.

- a. Using power rescue saw or fire axe, cut hole in canopy transparency large enough for removal of crewmember.

8. EJECTION SEAT SAFING.

WARNING

To prevent death or injury, ejection seat SAFE/ARMED handle must be up in SAFE before removing crewmember.

- a. Safety ejection seat by squeezing locking lever on SAFE/ARMED handle and rotating handle up and forward (figure 3, detail A).

NOTE

If protective gloves prevent operation of SAFE/ARMED handle locking lever, operation of MANUAL OVERRIDE HANDLE will cause SAFE/ARMED handle to automatically safety seat.

- b. Press button on top of MANUAL OVERRIDE HANDLE and rotate handle up and aft.

9. CREW REMOVAL.

10. NORMAL EGRESS.

- a. Safety ejection seat (paragraph 8).

b. If visor is down; turn knob counterclockwise and move aft to raise visor (figure 4, sheet 2).

WARNING

To prevent suffocation, oxygen mask must be removed before disconnecting oxygen.

c. Remove oxygen mask by squeezing levers and pulling connections from helmet (figure 4, sheet 2).

d. Disconnect communication and oxygen hose from survival kit by pulling up on communication and oxygen disconnect (knurled fitting) (figure 4, sheet 4).

e. If installed, pull anti-G suit and/or suit vent hose from left console (figure 4, sheet 4).

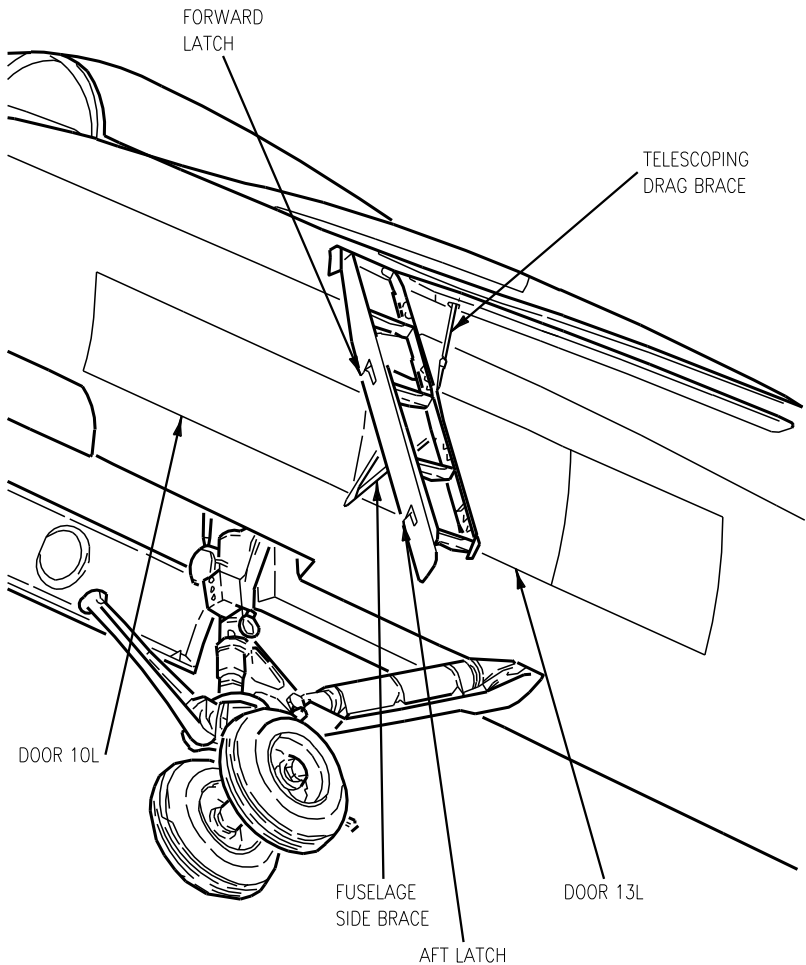
f. Release four harness fittings by lifting guard and rotating lock down (figure 4, sheet 3).

g. Disconnect upper and lower leg garters from D-rings at quick release connectors (figure 4, sheet 3).

h. Remove crewmember from cockpit.

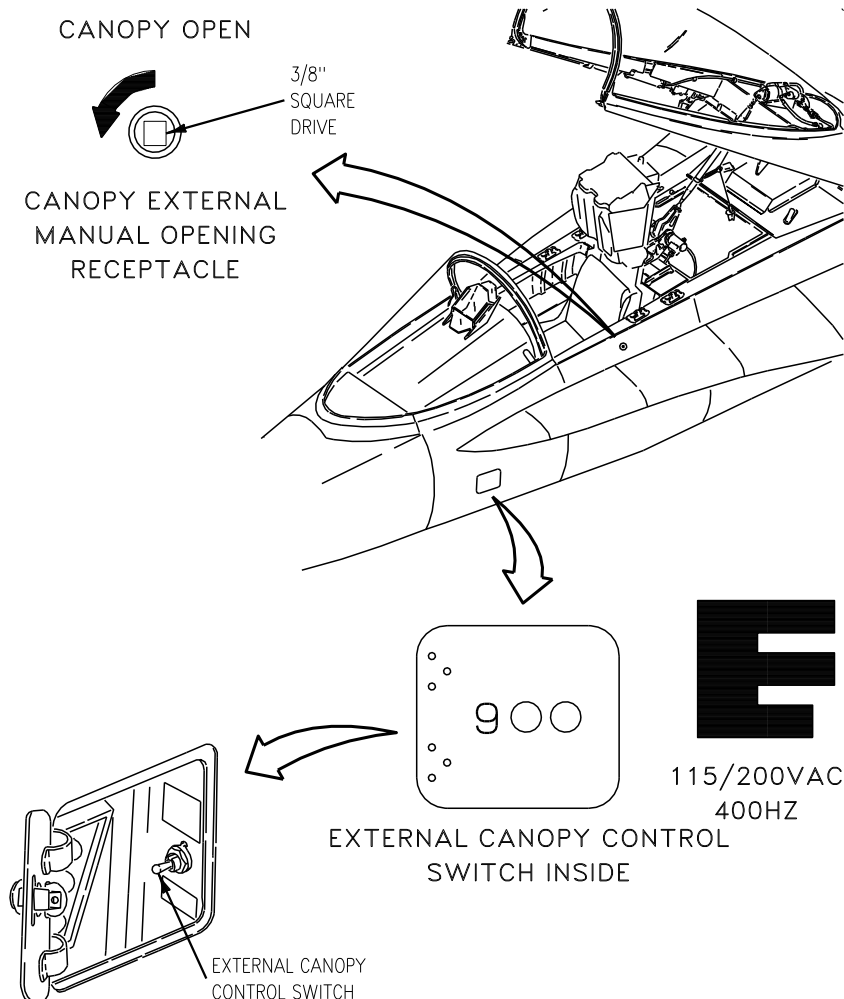
11. EMERGENCY EGRESS.

- a. Release two harness fittings (upper) (connected to parachute risers) by lifting guard and rotating lock down (figure 4, sheet 3).
- b. Press button on top of MANUAL OVERRIDE HANDLE and rotate up and aft to the unlocked position (figure 4, sheet 1 or 1A).
- c. Remove crewmember from cockpit with survival kit attached.



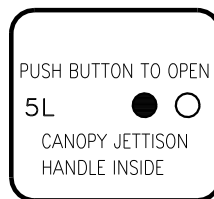
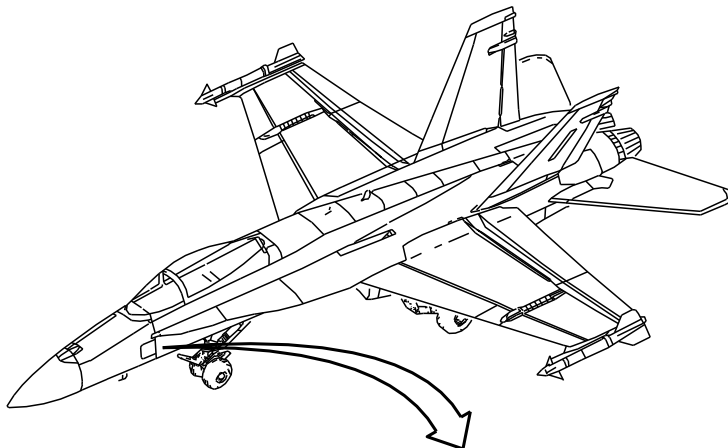
18AC-LMM-02-(6-1)A-SCAN

Figure 1. Canopy Opening (Sheet 1)

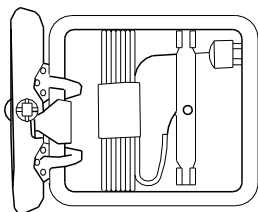


18AC-LMM-02-(6-2)-SCAN

Figure 1. Canopy Opening (Sheet 2)

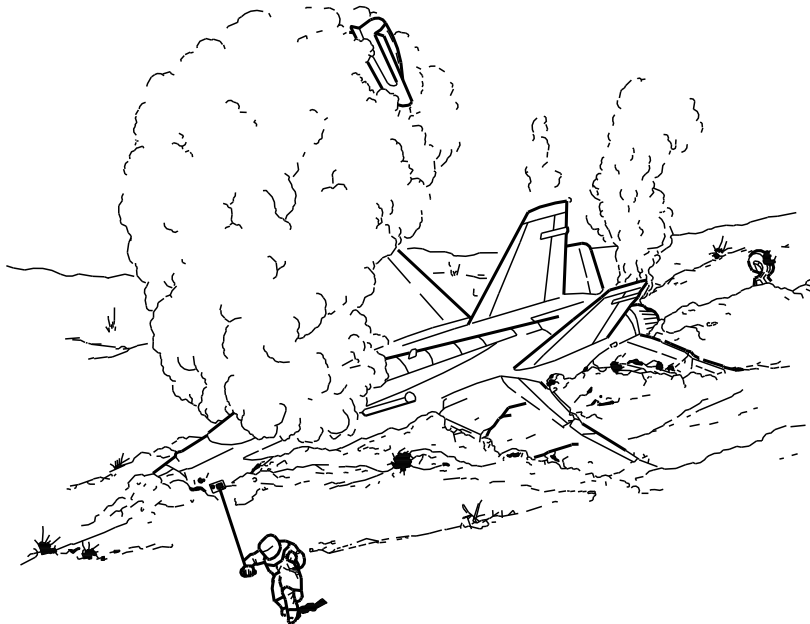


FOR EMERGENCY USE ONLY
GRASP HANDLE, EXTEND
CABLE 8 FT AND PULL
TO JETTISON CANOPY



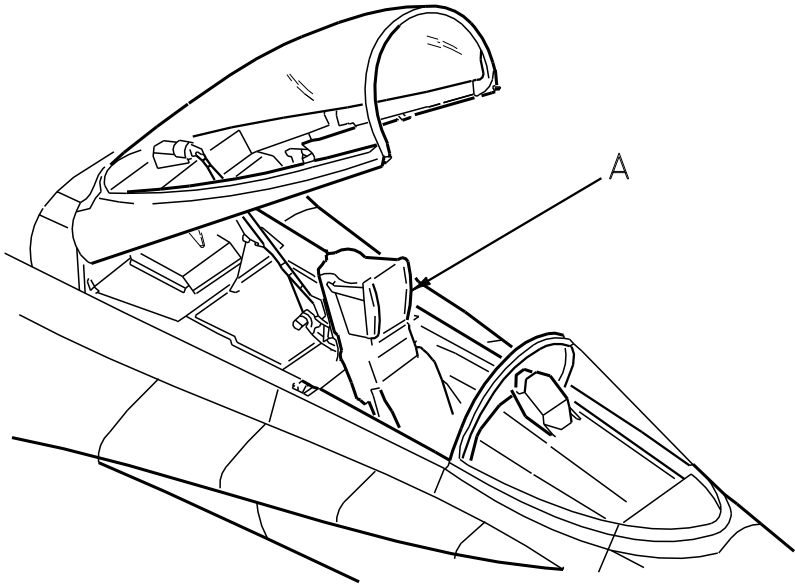
18AC-LMM-02-(7-1)-SCAN

**Figure 2. Canopy Jettison - 161353 THRU 162477
BEFORE F/A-18 AFC 165 (Sheet 1)**



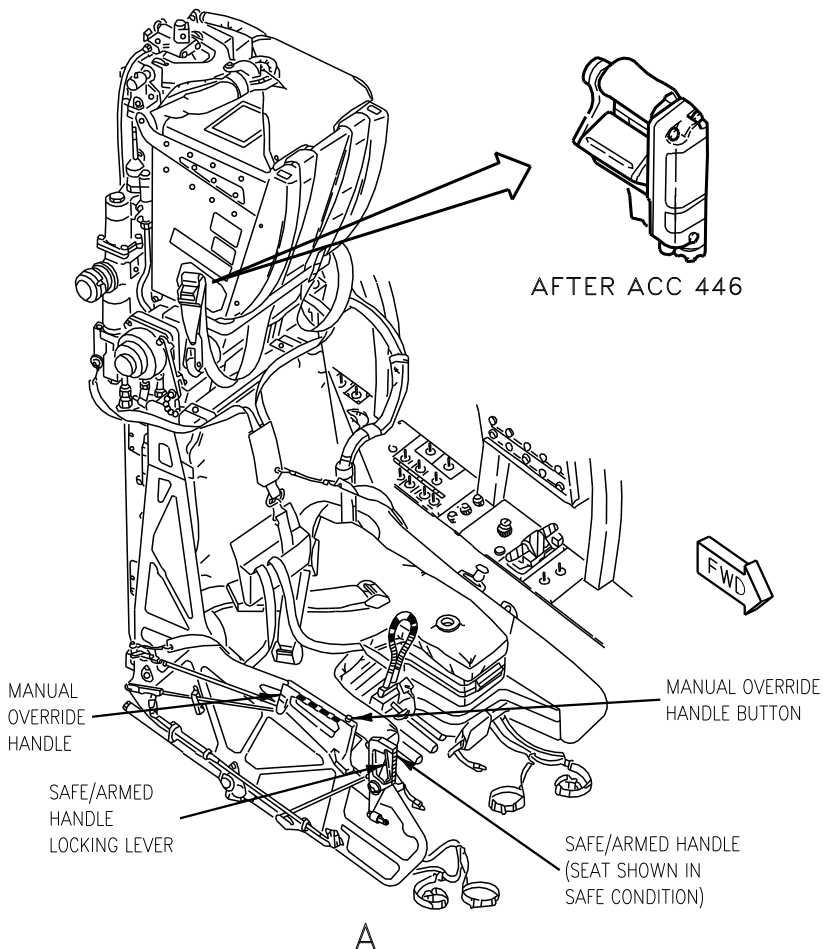
18AC-LMM-02-(7-2)-SCAN

**Figure 2. Canopy Jettison - 161353 THRU 162477
BEFORE F/A-18 AFC 165 (Sheet 2)**



18AC-LMM-02-(8-1)A-SCAN

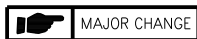
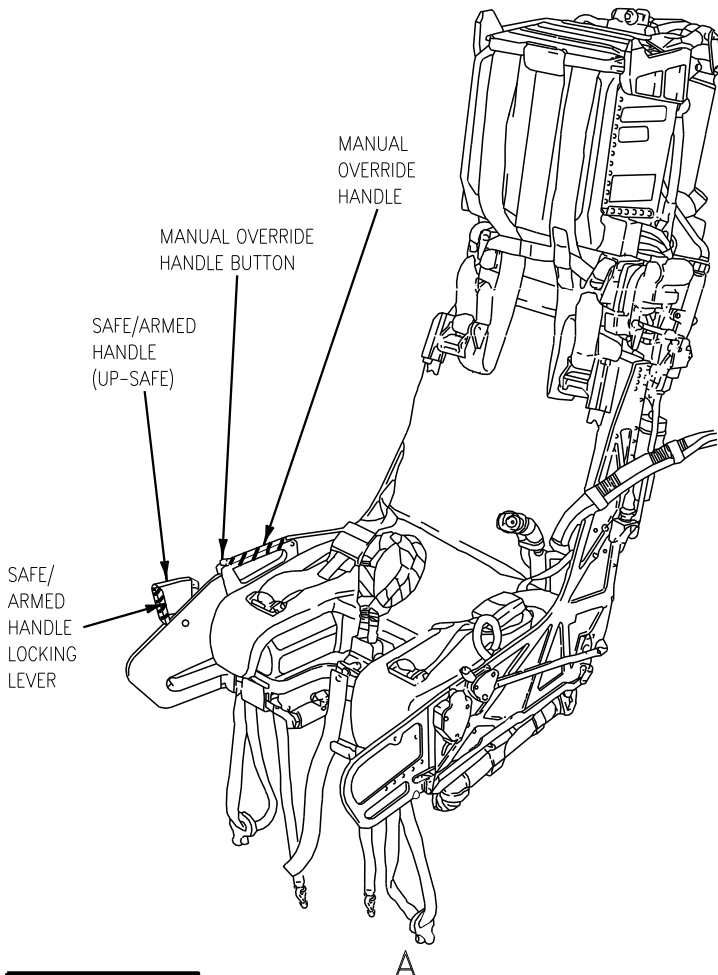
Figure 3. Ejection Seat Safing (Sheet 1)



■ 161353 THRU 164068

18AC-LMM-02-(8-2)10-SCAN

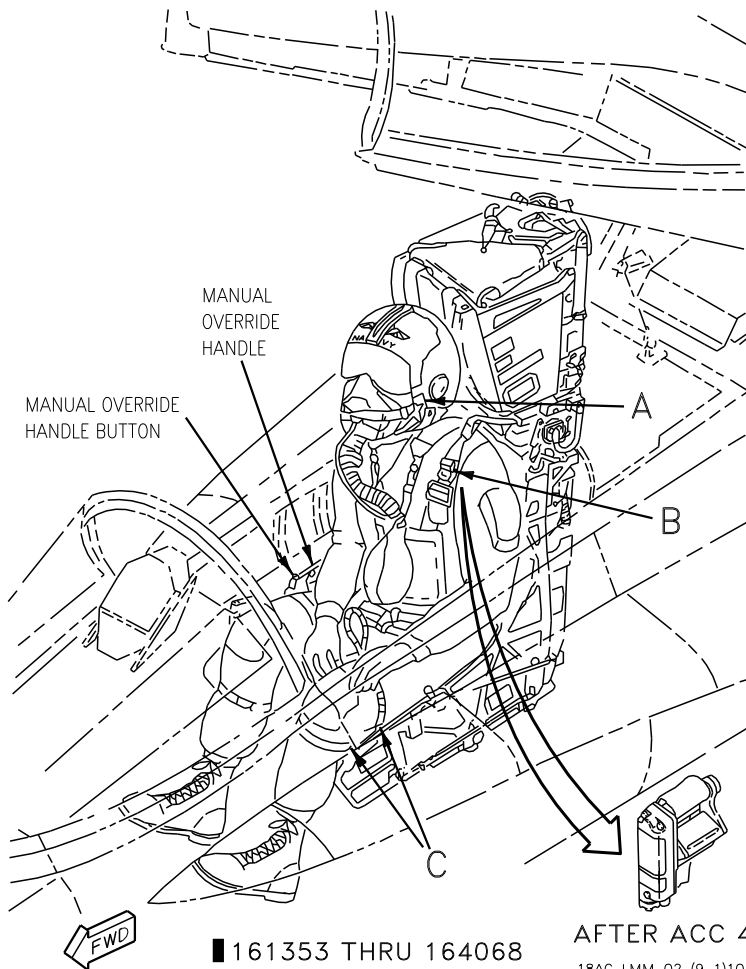
Figure 3. Ejection Seat Safing (Sheet 2)



164196 AND UP

18AC-LMM-02-(8-3)10-SCAN

Figure 3. Ejection Seat Safing (Sheet 3)

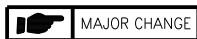
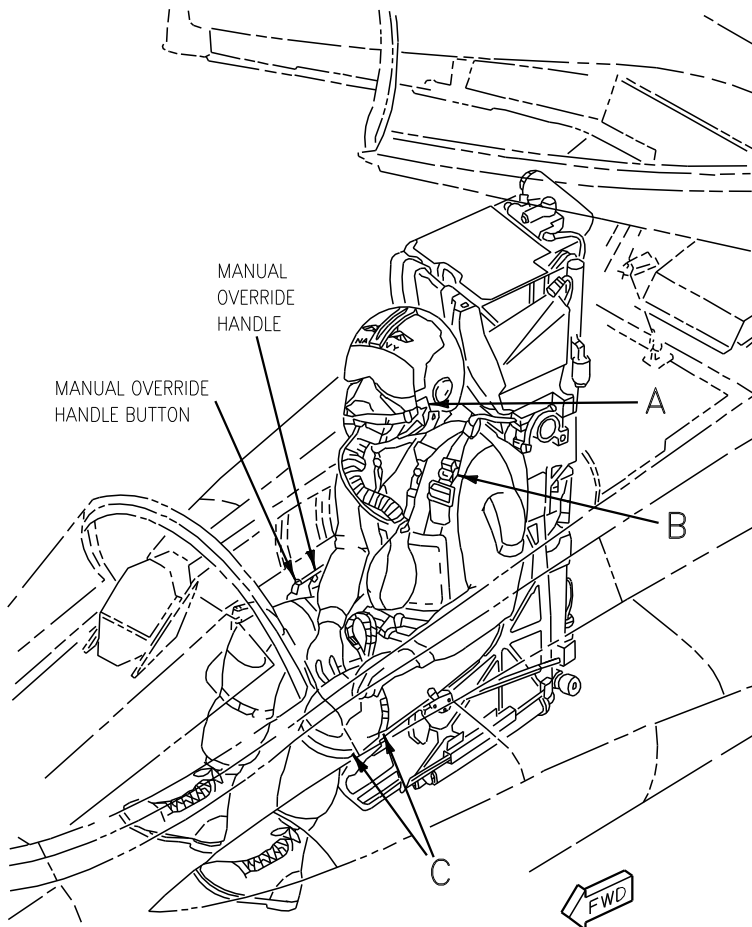


■ 161353 THRU 164068

AFTER ACC 446

18AC-LMM-02-(9-1)10-SCAN

Figure 4. Crew Removal (Sheet 1)



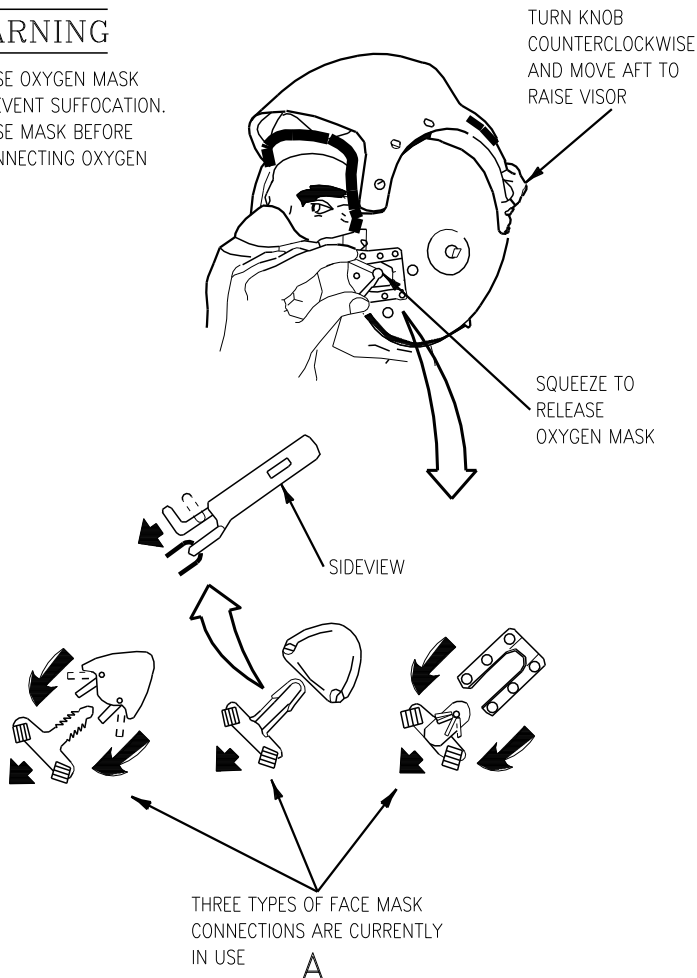
164196 AND UP

18AC-LMM-02-(9-1.1)10-SCAN

Figure 4. Crew Removal (Sheet 1A)

WARNING

RELEASE OXYGEN MASK
TO PREVENT SUFFOCATION.
RELEASE MASK BEFORE
DISCONNECTING OXYGEN
HOSE.



18AC-LMM-02-(9-2)A-SCAN

Figure 4. Crew Removal (Sheet 2)

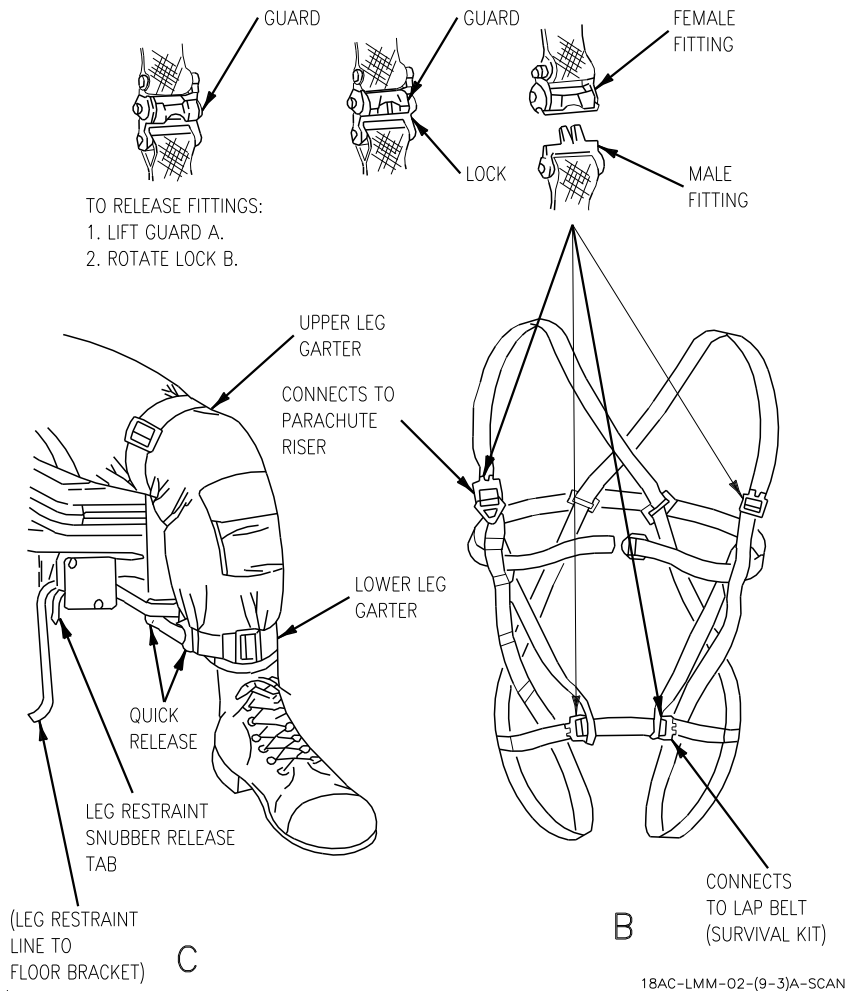


Figure 4. Crew Removal (Sheet 3)

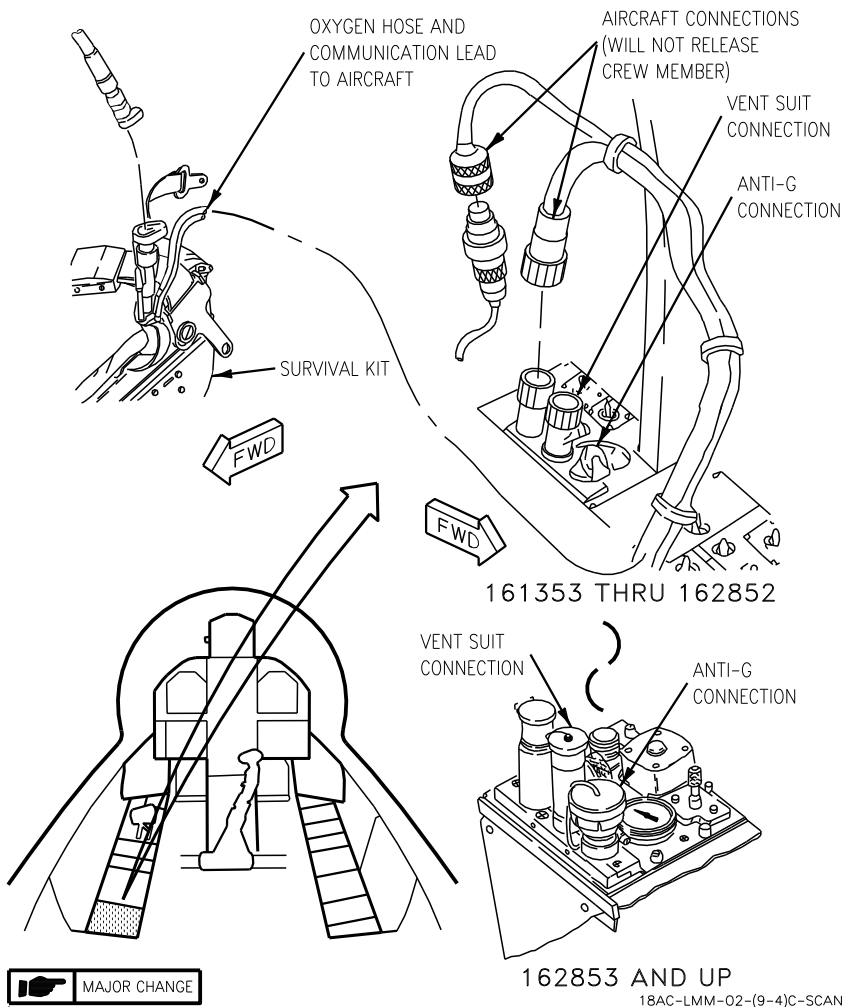


Figure 4. Crew Removal (Sheet 4)

ORGANIZATIONAL MAINTENANCE
LINE MAINTENANCE EMERGENCY PROCEDURES
BRAKE, WHEEL AND TIRE EMERGENCIES

Reference Material

None

Alphabetical Index

Subject	Page No.
Brake/Wheel/Tire Fires.....	4
Materials Required.....	2
Overheated Wheels/Tires and Blown Tires.....	3
Support Equipment Required	2
Wheel Danger Areas, Figure 1.....	5

Record of Applicable Technical Directives

None

Support Equipment Required

Part Number or
Type Designation

Nomenclature

-

Firefighting Equipment

Materials Required

None

1. OVERHEATED WHEELS/TIRES AND BLOWN TIRES.**WARNING**

To prevent personnel injury from wheel failure, do not approach the side of wheel/tire suspected of being overheated. Approach only from front or rear of wheel/tire.

- a. Inspect wheel/tire for overheating. Approach only from front or rear (figure 1).

WARNING

To prevent personnel injury or aircraft damage from wheel failure, do not apply CO₂ or any coolant to wheel.

NOTE

Main landing gear tire is a high pressure type. The wheel contains a fuse plug. When overheating occurs, the fuse plug deflates the tire before a blowout. Fuse plug will not prevent a blowout if wheel or tire is damaged to the point of failure.

- b. When rapid cooling of wheel is required, use portable fans.
- c. After wheel has cooled, wheel and tire must be inspected before use.

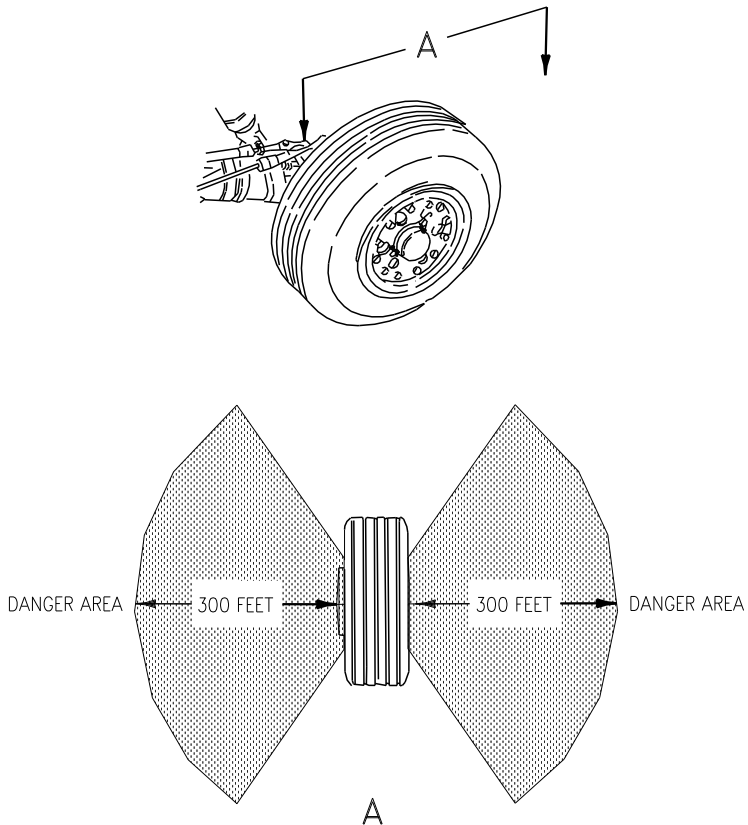
2. BRAKE/WHEEL/TIRE FIRES.

WARNING

To prevent personnel injury or aircraft damage from wheel failure, do not apply liquid or CO₂ type fire extinguisher directly to wheel. Start fire extinguisher application from a distance and move nearer until effective.

Fuel draining overboard after engine shutdown could spread or intensify fire.

- a. Clear area on both sides of wheel of all personnel and equipment for at least 300 feet (figure 1).
- b. Approach fire only from front or rear of tire and extinguish with fire extinguisher. Avoid sudden or excessive application of extinguisher agent.
- c. After using chemical extinguishing agent, aircraft must be inspected for contamination/corrosion (NAVAIR 01-1A-509).



18AC-LMM-02-(5-1)-CATI

Figure 1. Wheel Danger Areas

ORGANIZATIONAL MAINTENANCE

LINE MAINTENANCE EMERGENCY PROCEDURES

GROUND FIRES

This WP supersedes WP005 00, dated 1 September 1994.

Reference Material

None

Alphabetical Index

Subject	Page No.
Extinguishing Fires	3
Flammable Liquids, Compressed Gasses and Explosive Devices, Figure 1.....	4

Alphabetical Index (Continued)**Subject****Page No.**

Materials Required..... 2

Support Equipment Required 2

Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 AFC 126	30 Oct 94	AN/ASH-38 Signal Data Recording Set (DFIRS), Addition of (ECP-MDA-F/A- 18-00321R1C1)	1 Sep 98	-

Support Equipment Required**Part Number or****Type Designation****Nomenclature**

-

Firefighting Equipment

Materials Required

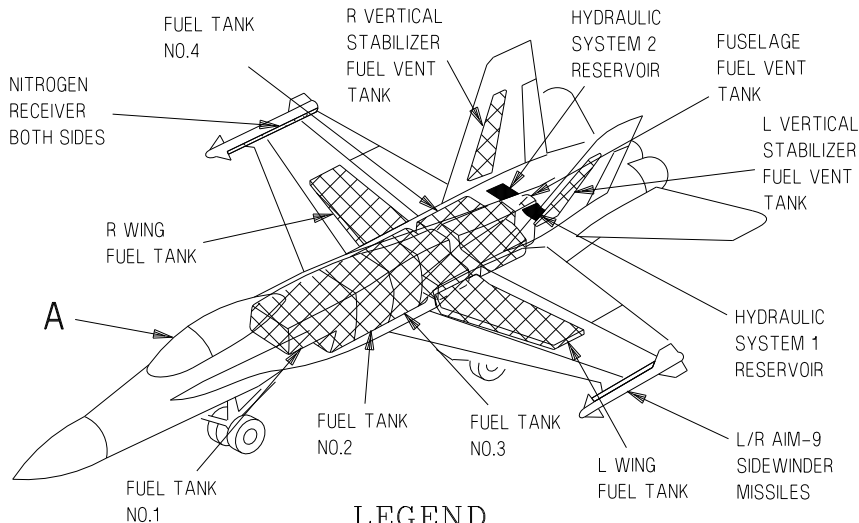
None

1. EXTINGUISHING FIRES.

WARNING

Do not use water on magnesium fires, a violent explosion may occur.

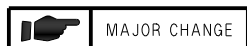
- a. Refer to figure 1 for location of flammable liquids, compressed gasses and explosive devices.
- b. Aircraft has an internal, one shot fire extinguishing system to extinguish fires in either engine/AMAD bay or APU bay.
- c. For fires in other parts of aircraft, or engine/AMAD or APU fires which do not extinguish, inject external fire extinguishing agent through access doors or openings.
- d. After using fire extinguishing agent other than Halon 1301, Halon 1211 or Carbon Dioxide CO₂ (MIL-B-12218), aircraft must be inspected for contamination/corrosion (NAVAIR 01-1A-509).



LEGEND

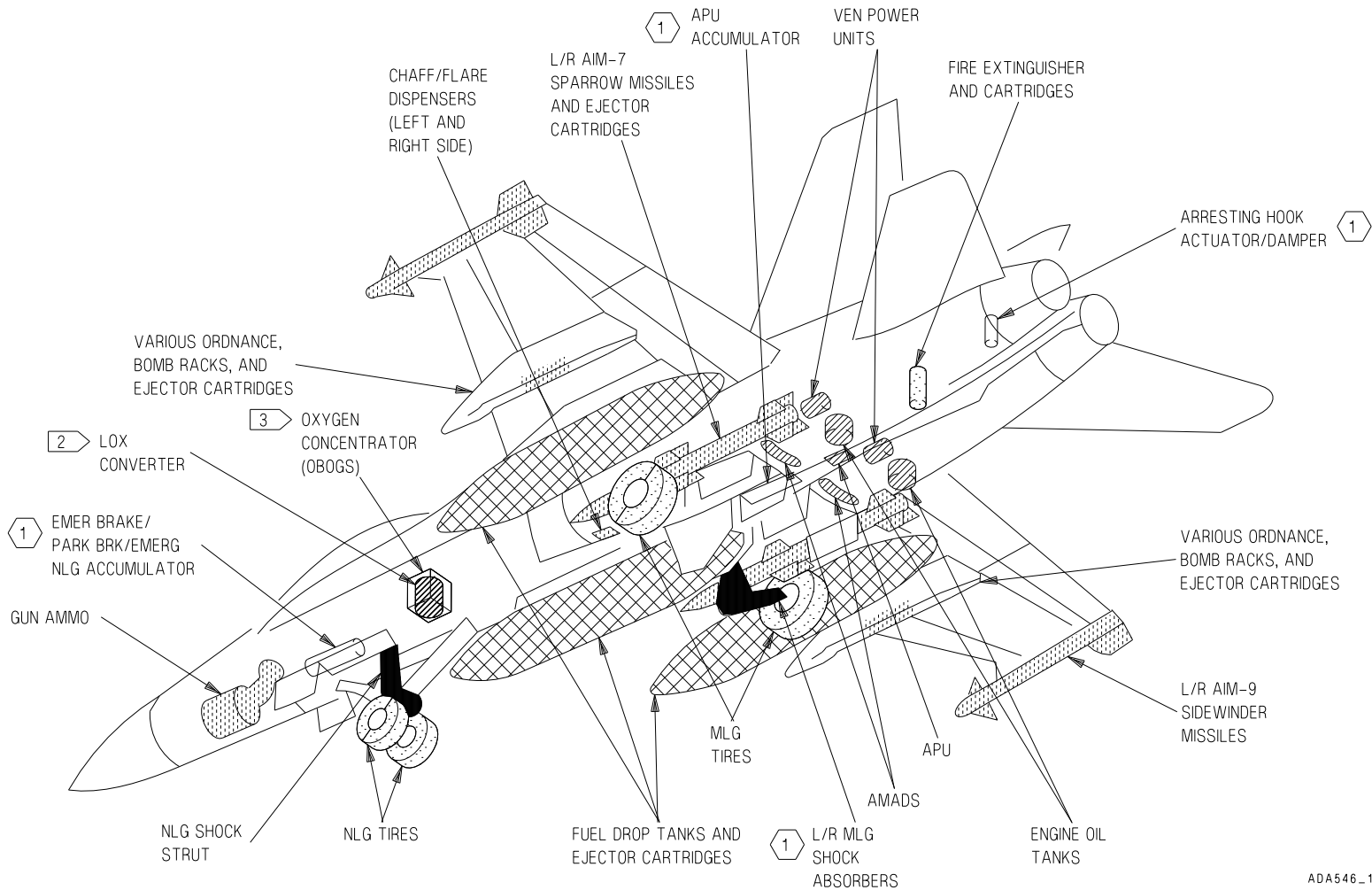
	EXPLOSIVES
	FUEL
	HYDRAULIC FLUID
	ENGINE OIL
	COMPRESS GAS
	LOX
	OXYGEN
	DFIRS/THIN LAYER EXPLOSIVE (TLX)
	SHIELDED MILD DETONATING CORD (SMDC)

	1 HYDRAULIC FLUID/COMPRESSED GAS
	2 161353 THRU 164068
	3 164196 AND UP
	4 F/A-18C
	5 F/A-18D
	6 164725 AND UP; ALSO 164627 THRU 164724 AFTER F/A-18 AFC 126.
	7 164670 AND UP; ALSO 164627 THRU 164669 AFTER AFC 126 BUT BEFORE AFC 126 PT 3.
	8 164627 THRU 164724 BEFORE F/A-18 AFC 126, TLX IS CAPPED AND STOWED.
	9 161353 THRU 164068
	10 F/A-18C AND F/A-18D 164196 AND UP



ADA546-11-1-019

Figure 1. Flammable Liquids, Compressed Gasses and Explosive Devices (Sheet 1)

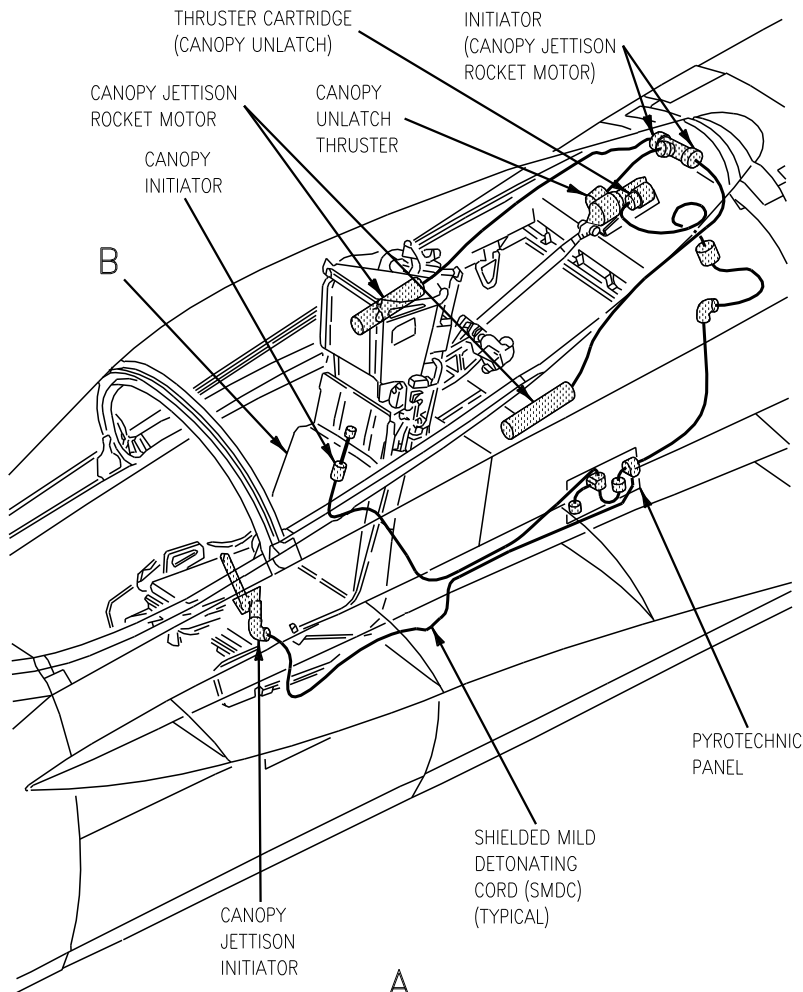


ADA546_11-2-16

Figure 1. Flammable Liquids, Compressed Gasses and Explosive Devices (Sheet 2)

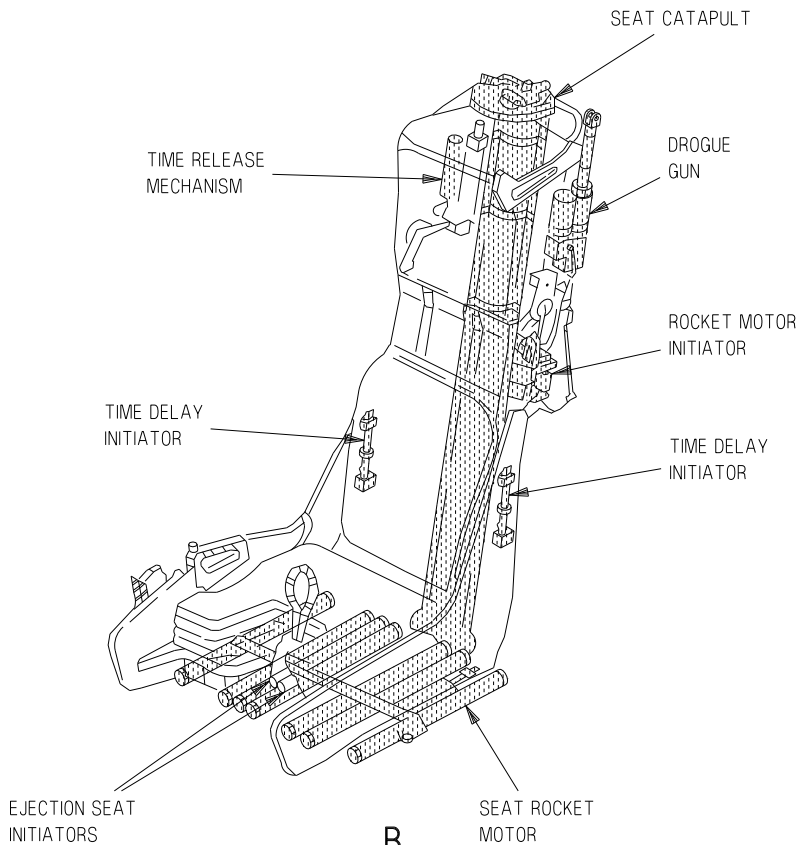
Figure 1.

Figure 1.



18AC-LMM-02-(11-3)-SCAN

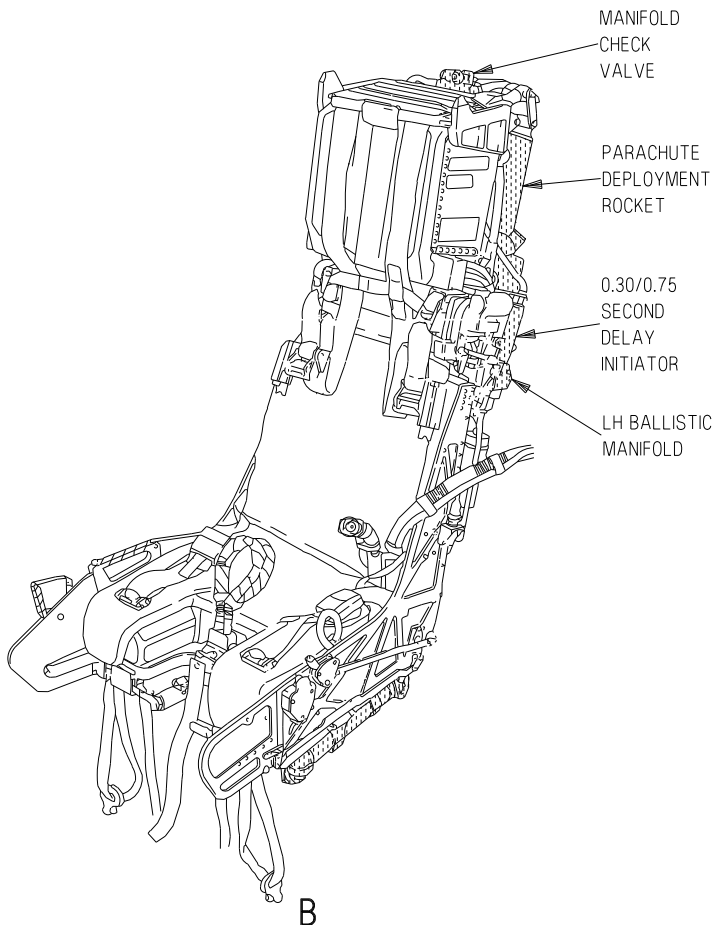
Figure 1. Flammable Liquids, Compressed Gasses and Explosive Devices (Sheet 3)



B

9 SJU-5/A OR SJU-6/A

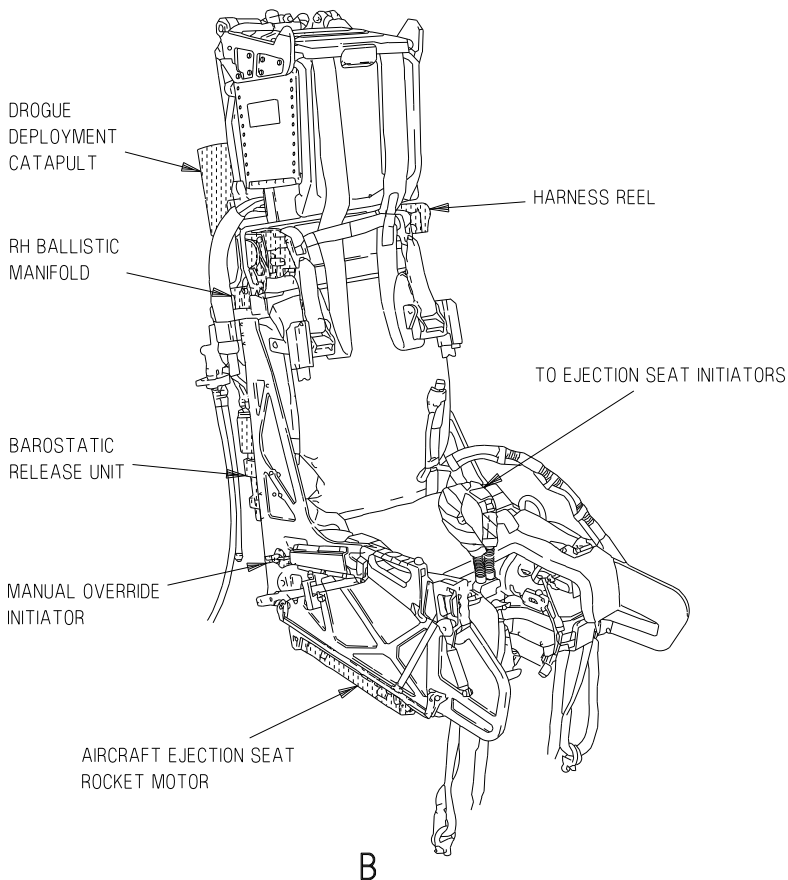
Figure 1. Flammable Liquids, Compressed Gasses and Explosive Devices (Sheet 4)



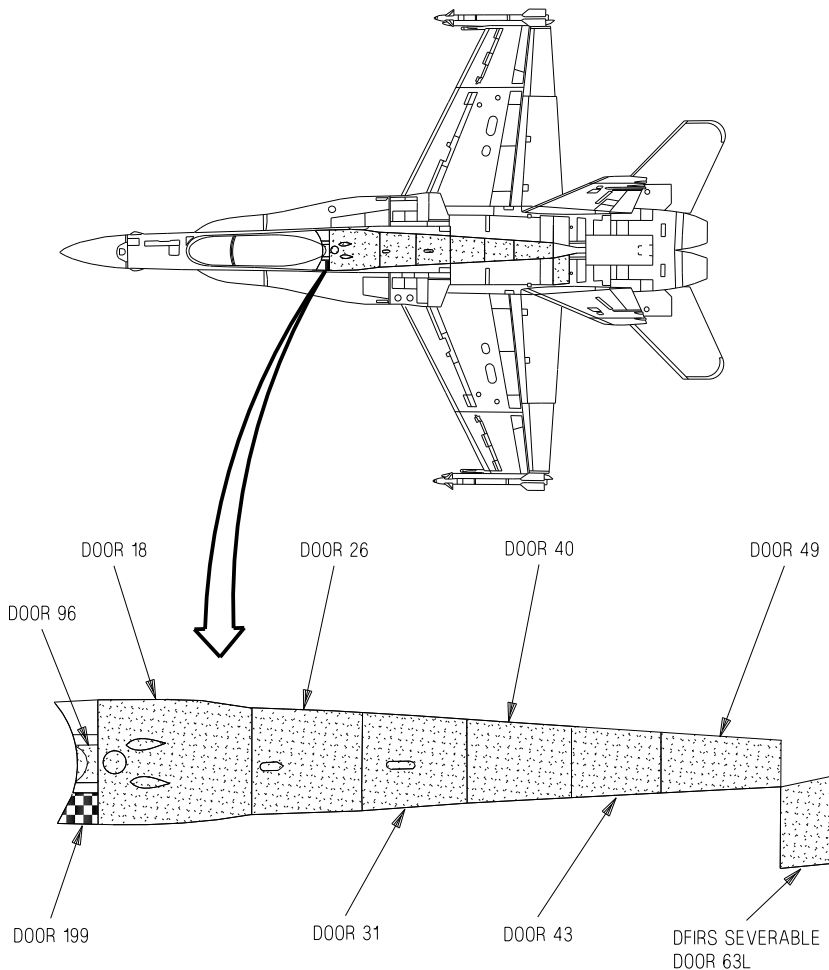
10 SJU-17(V)1/A OR SJU-17(V)2/A

ADA546-11-5-019

Figure 1. Flammable Liquids, Compressed Gasses and Explosive Devices (Sheet 5)



■ 10 SJU-17(V)1/A OR SJU-17(V)2/A
Figure 1. Flammable Liquids, Compressed Gasses and Explosive Devices (Sheet 6)



ADA546-11-8-019

Figure 1. Flammable Liquids, Compressed Gasses and Explosive Devices (Sheet 7)

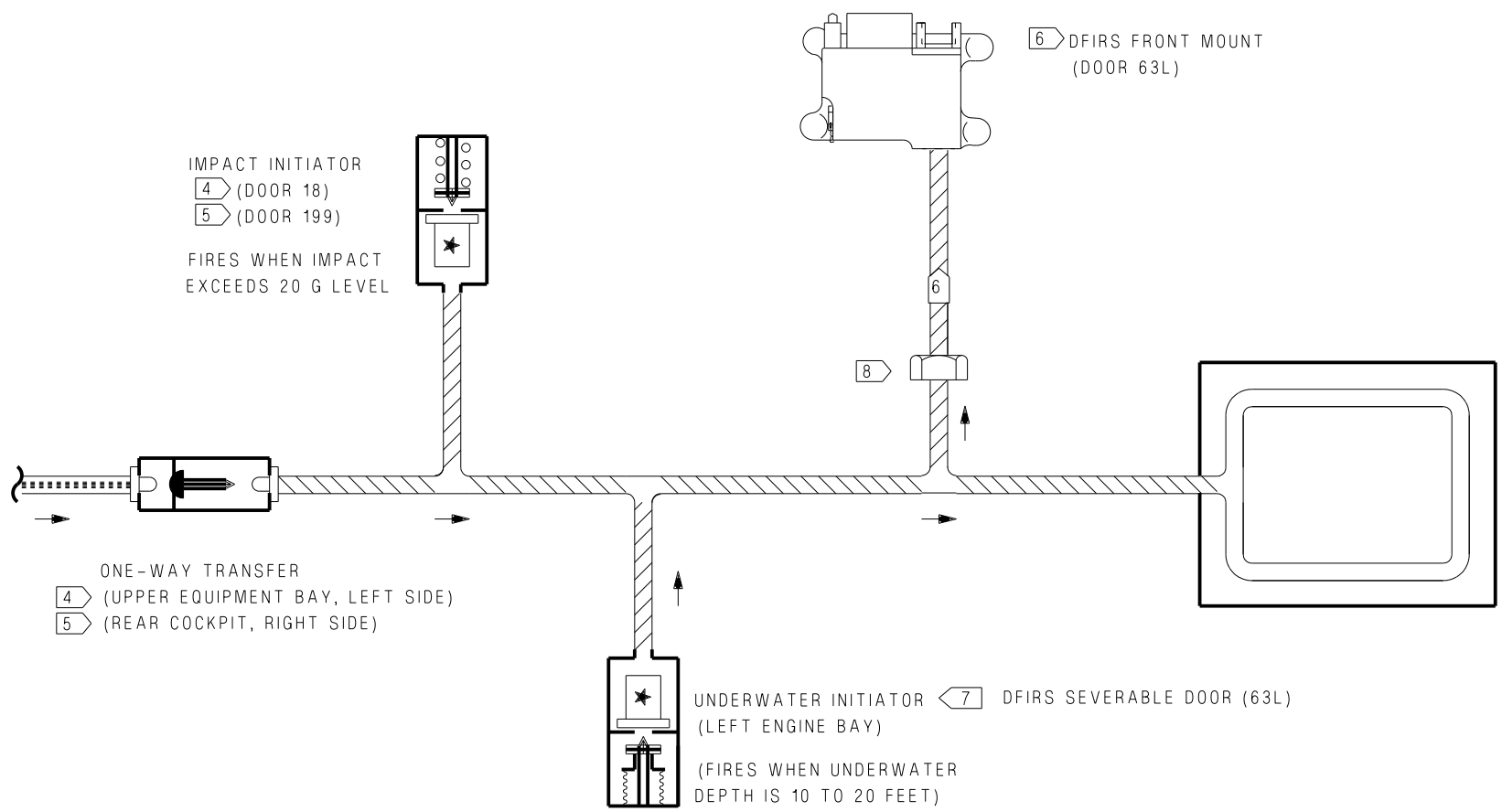


Figure 1. Flammable Liquids, Compressed Gasses and Explosive Devices (Sheet 8)

Figure 1.

Figure 1.

ORGANIZATIONAL MAINTENANCE

LINE MAINTENANCE EMERGENCY PROCEDURES

ENGINE AND APU EMERGENCIES

Reference Material

None

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APU Fire.....	7
APU Shutdown	4A
Engine, AMAD and APU Doors, Figure 4.....	15
Engine/AMAD Fire	5

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Materials Required.....	3
Support Equipment Required	3

Record of Applicable Technical Directives

None

Support Equipment Required

Part Number or
Type Designation

Nomenclature

-

Firefighting Equipment

Materials Required

None

1. ENGINE SHUTDOWN.

2. INTERNAL (figure 1).

- a. In cockpit, lift throttle finger lifts and move throttles OFF.
- b. Close fuel shutoff valves per substeps below:

(1) On ELEC power control panel assembly, be sure BATT switch is ON.

(2) On advisory and threat warning indicator panels, press left and right FIRE warning lights.

- c. Set BATT switch OFF.
- d. If engines do not shut down, do paragraph 3.

3. **EXTERNAL** (figure 2).

WARNING

To prevent ingestion into intake, remain clear of intake.

- a. Enter left or right MLG wheelwell.
- b. Disconnect connector (3) from shutoff valve (2) or cut electrical cable.
- c. Turn manual override arm (1) clockwise to closed position.
- d. Enter other MLG wheelwell and repeat steps a thru c.

4. APU SHUTDOWN.

a. Enter nose wheelwell.

b. Set APU EMERGENCY SHUTDOWN SWITCH (figure 3) to SHUTDOWN.

NOTE

Step c. may be skipped if canopy is closed or opening door 10L is quicker.

c. If APU EMERGENCY SHUTDOWN SWITCH has no effect after 11 seconds, make sure cockpit ELEC power control panel BATT switch is ON.

d. If still no APU shutdown, open door 10L and pull no. 8 circuit breaker/relay panel assembly APU PRIME circuit breaker (zone D1).

e. If still no APU shutdown, follow APU FIRE procedure, paragraph 6.

5. ENGINE/AMAD FIRE.

a. When left or right FIRE warning light (figure 1) comes on, do substeps below:

(1) Move throttles to OFF.

(2) On advisory and threat warning indicator panel, press lighted FIRE warning light.

(3) On MASTER ARM control panel, press FIRE EXTGH DISCH switch.

(4) On ELEC power control panel assembly, set BATT switch OFF.

b. If fire continues, go to step c for AMAD bay, step d for engine bay or step e for fire contained inside engine.

WARNING

To prevent injury from burning fluids, remain clear when opening door.

c. For fire in AMAD bay, do substeps below:

(1) Open door 54 L or R (figure 4).

(2) Inject extinguishing agent into AMAD bay.

d. For fire in engine bay, do steps below:

(1) Open doors 65 L or R, 69 L or R, 131 L or R and 134 L or R (figure 4).

(2) Inject extinguishing agent into engine bay through open doors and vent opening in door 68/74 L or R (figure 4).

e. For fire contained inside engine, do substeps below (figure 1):

(1) On ELEC power control panel assembly, set BATT switch ON.

(2) On APU control panel, set APU control switch ON.

(3) When APU READY light comes on, set ENG CRANK switch to L or R.

(4) Motor engine for up to 5 minutes to extinguish fire.

(5) If fire continues, continue motoring engine and inject extinguishing agent into intake. Set crank switch OFF.

(6) Set BATT switch OFF.

f. After using chemical extinguishing agent, aircraft must be inspected for contamination/corrosion (NAVAIR 01-1A-509).

g. After using chemical extinguishing agent, engine must be removed for cleaning/treatment at intermediate level.

6. APU FIRE.

a. If automatic fire extinguishing system fails to operate, do substeps below (figure 1):

(1) Make sure ELEC power control panel BATT switch is ON. ■

(2) On RH advisory and threat warning indicator panel, press APU FIRE warning light.

(3) On MASTER ARM panel, press FIRE EXTGH DISCH switch.

(4) Set throttles to OFF.

NOTE

There is a 9 to 11 seconds delay between pressing APU FIRE warning light and discharge of fire extinguisher, to allow APU to spool down.

(5) Wait 11 seconds after pressing APU FIRE warning light then, on ELEC power control panel assembly, set BATT switch OFF.

WARNING

To prevent injury, remain clear of APU exhaust.

WARNING

Injection of extinguishing agent into an operating APU may cause severe damage and possible failure of rotating parts resulting in flying shrapnel.

b. If fire continues, after APU stops rotating, inject extinguishing agent into intake, exhaust or APU bay as required (figure 4).

c. After using chemical extinguishing agent, aircraft must be inspected for contamination/corrosion (NAVAIR 01-1A-509).

d. After using chemical extinguishing agent, APU must be removed for cleaning/treatment at intermediate level.

7. ENGINE/AMAD BAY FUEL LEAK.

8. BATTERY POWER AVAILABLE (figure 1).

a. Close fuel shutoff valve to leaking engine/AMAD bay and crossfeed valve per substeps below:

(1) On ELEC power control panel assembly, set BATT switch ON.

(2) On LH or RH advisory and threat warning indicator panel, press FIRE warning light of engine/AMAD bay with leak.

(3) Set BATT switch OFF.

9. BATTERY POWER NOT AVAILABLE (figure 2).

a. Close both fuel shutoff valves per substeps below:

(1) Enter left or right MLG wheelwell.

(2) Turn manual override arm (1) clockwise to closed position.

(3) Enter other MLG wheelwell and repeat substep (2).

10. L OR R BLEED LIGHT COMES ON.

11. ENGINE OPERATION.

NOTE

When L or R BLEED light comes on, bleed air from that engine is shut off.

a. Shut down engine(s) (A1-F18AC-LMM-000).

12. APU OPERATION.

a. On APU control panel, set APU control switch OFF.

b. On ELEC power control panel assembly, set BATT switch to OFF.

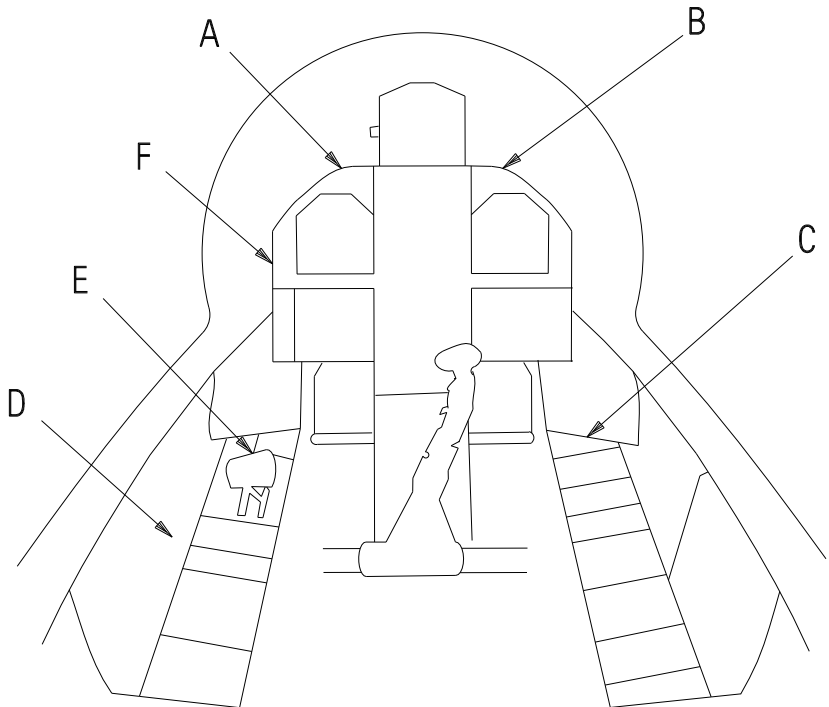
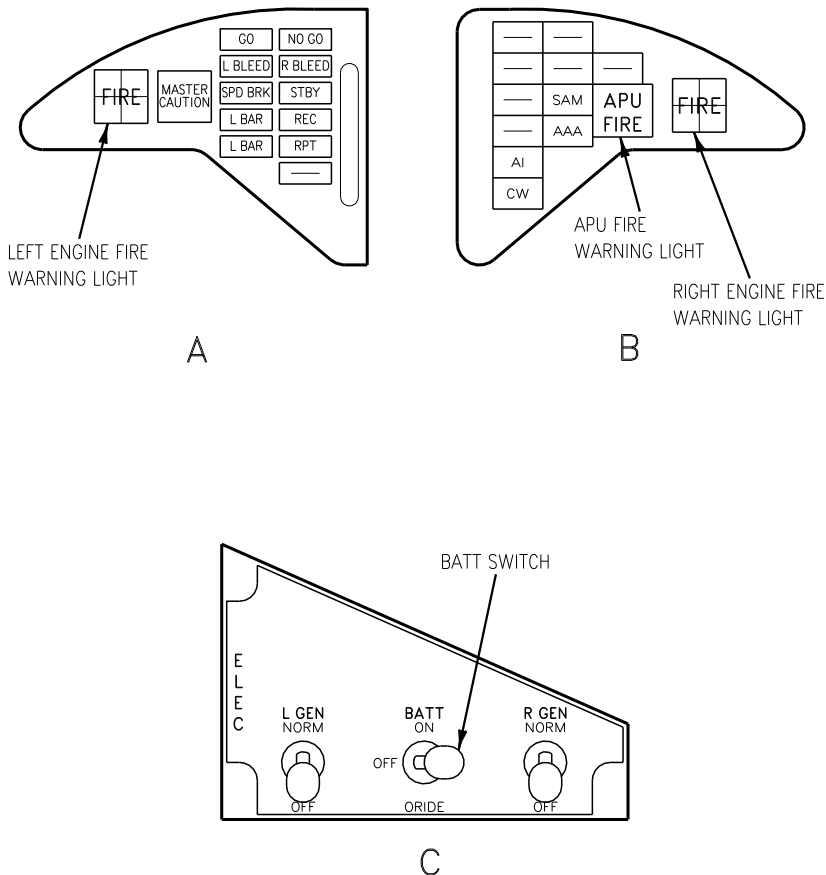
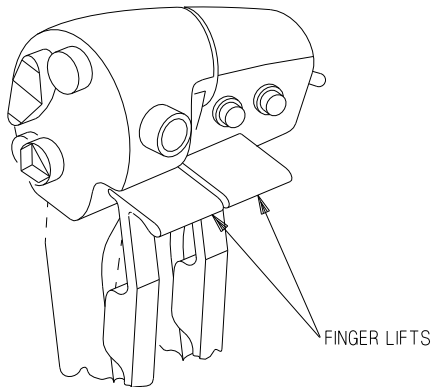


Figure 1. Engine and APU Controls (Sheet 1 of 3)

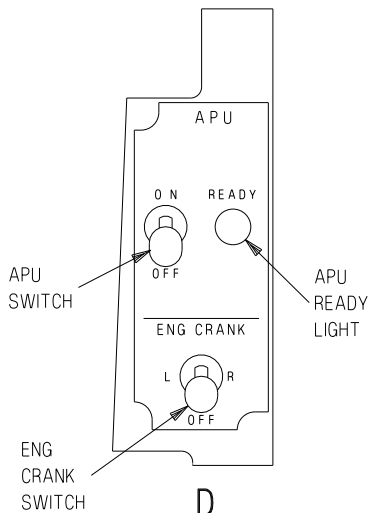


18AC-LMM-02-(2-2)-CATI

Figure 1. Engine and APU Controls (Sheet 2)

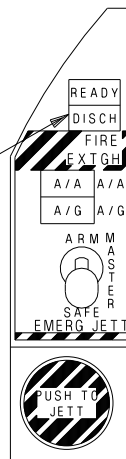


E



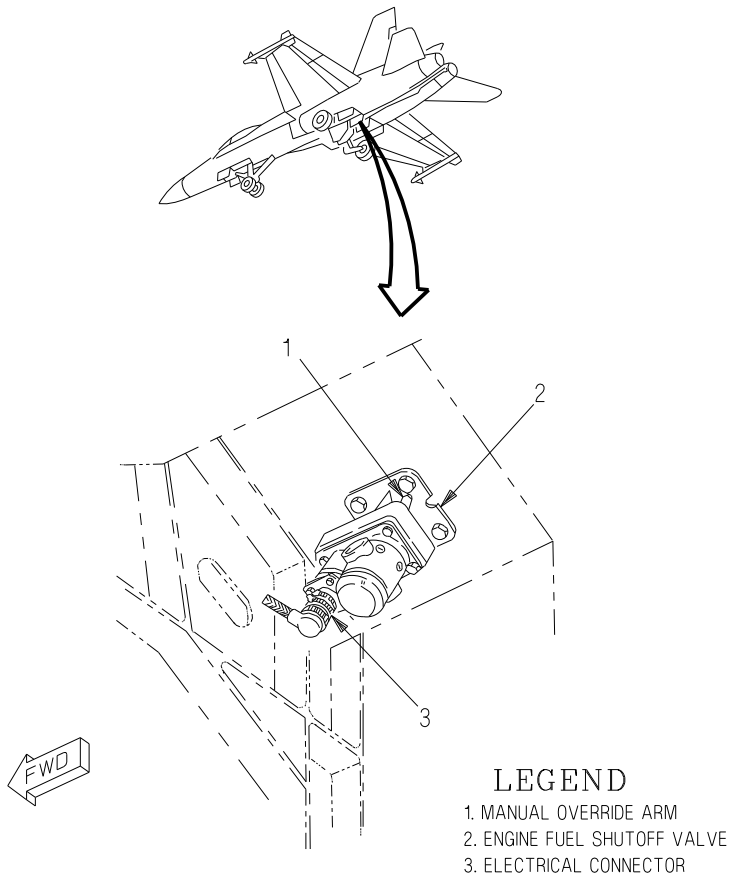
D

FIRE
EXTINGUISHER
DISCHARGE
SWITCH



F

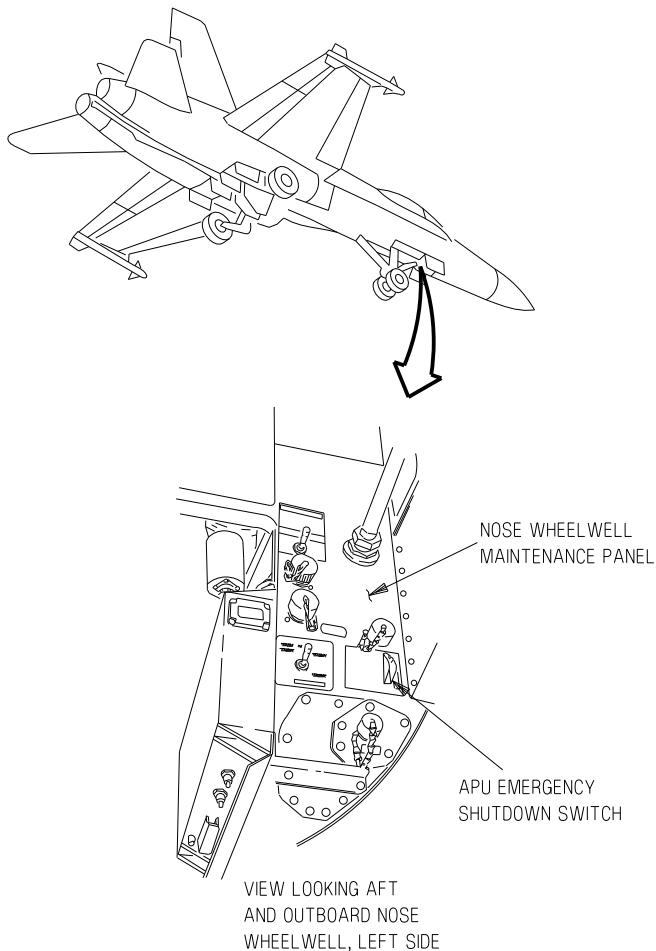
Figure 1. Engine and APU Controls (Sheet 3)



MAIN WHEELWELL

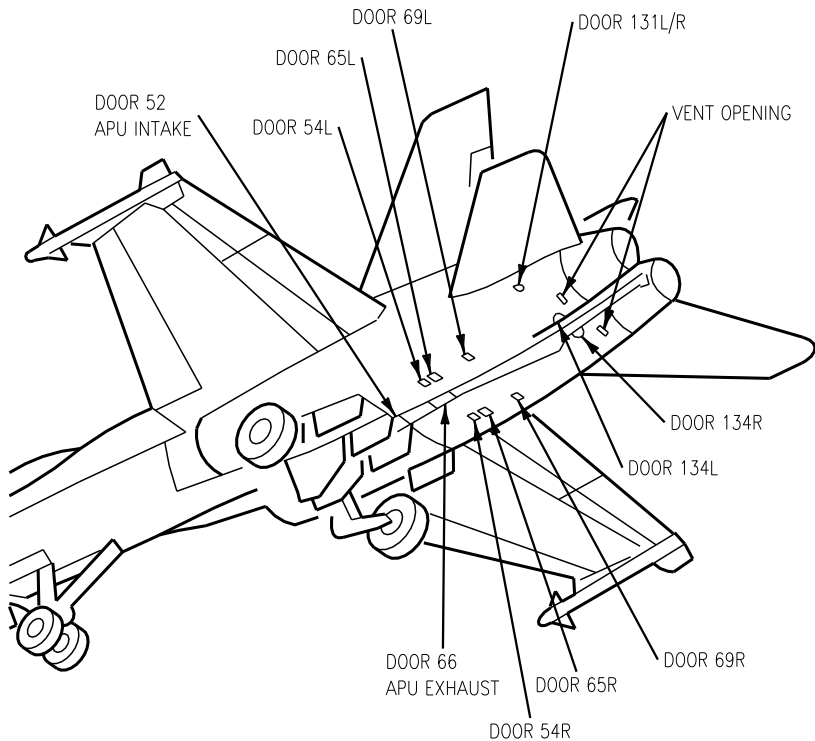
LEFT SIDE SHOWN
RIGHT SIDE OPPOSITE

Figure 2. Fuel Shutoff Valves



ADA546_1-1

Figure 3. APU Emergency Shutdown Switch



18AC-LMM-02-(10-1)B-CAT1

Figure 4. Engine, AMAD and APU Doors

ORGANIZATIONAL MAINTENANCE

LINE MAINTENANCE EMERGENCY PROCEDURES

EMERGENCY EVACUATION OF PERSONNEL REMOVING FUEL TANKS

This WP supersedes WP007 00, dated 1 July 1986.

Reference Material

Fuel System.....	A1-F18AC-460-300
Fuel Tank Maintenance Precautions and General Preparation	WP013 00
Ground Support Equipment.....	WP009 01

Alphabetical Index

Subject	Page No.
Emergency Evacuation of Fuel Tank Maintenance	
Personnel	4
General	3
Materials Required.....	3
Support Equipment Required	2

Record of Applicable Technical Directives

None

Support Equipment Required

Part Number or Type Designation	Nomenclature
-	Knife, Linoleum (hooked end cutting tool)

Materials Required

None

1. GENERAL.

WARNING

To prevent personal injury, do or observe the steps below:

- a. During fuel tank maintenance, use personal safety equipment per A1-F18AC-460-300, WP009 01 and WP013 00, or A1-F18AE-460-300, WP010 00 and WP011 00.
- b. Maintain constant verbal contact with worker inside fuel tank cavity.
- c. Have knife available in case emergency evacuation of fuel tank maintenance worker becomes necessary.

2. EMERGENCY EVACUATION OF FUEL TANK MAINTENANCE PERSONNEL.

NOTE

This procedure should be used only if it is determined to be an emergency situation and not as standard practice for fuel tank removal.

a. If fuel tank is protruding through access opening and cannot be pushed back into fuel tank cavity, do substeps below:

(1) Using knife, cut off portion of fuel tank that protrudes through access opening.

(2) Push remaining portion of fuel tank back into fuel tank cavity and position so fuel tank maintenance personnel can be removed.

b. If individual is disabled, do substeps below:

(1) Lift individual toward access opening. Raise individual's arms above head.

(2) Turn individual's head to side and hold erect while lifting individual through access opening.